





## Intimation.

The Shanghai List positively closes on 16th August; the Outport List will close on the 31st August.

## SHANGHAI OIL MILL CO., LIMITED.

To be incorporated under the Companies Ordinance 1865 to 1885 of Hongkong, whereby the liability of Members is limited to the amount of their Shares.

CAPITAL 500,000 MEXICAN DOLLARS, Divided into 5,000 Ordinary Shares of \$25 each, and 200 Preferred Shares of \$25 each.

100 Shares are reserved for the Promoters; the remaining 4,900 Shares will be distributed to the holders of Ordinary Shares. Each applicant for 100 Ordinary Shares can apply for one Preferred Share. Founders' Shares not taken up will be allotted at the discretion of the Directors. It is proposed to issue at present only 7,000 Ordinary Shares, of which 2,000 have been subscribed for, and will be allotted; 5,000 shares are reserved for subscription at the Outports in China and Japan, and the remaining 4,400 shares are now offered for subscription in Shanghai, payable as follows:—

On Application: \$15 on Allotment.

Directors: W. H. SHORT, Esq., BARNES DALLAS, Esq., ROBERT A. ORD, Esq., WONG YIK FU, Esq., YANG TAI KEE, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

General Managers: Messrs. FRANK DALLAS & Co.

Legal Advisors: Messrs. JOHNSON, STOKES & MASTER.

THE Company is formed for the purpose of Manufacturing all descriptions of VEGETABLE OIL. The present output of Oil from native hand-mills is insufficient to meet the general demand, besides being deficient in quality. In order to supply the increasing requirement of the market for a better description of Oil, the Company propose adopting the latest improved machinery similar to that used by the best Oil Mills in Europe and America.

The special object of the Company will be to supply the Local Market and Outports with Oil of superior quality, at remunerative prices, which will compare favourably with existing rates.

There is undoubtedly a great demand for a better class of VEGETABLE OIL than is at present obtainable; and with the rapid output and economical working of a Mill, arranged on the best principles, the Company will be more than able to compete successfully against native hand-mills.

With the natural advantages that Shanghai possesses in cheap labour and the ready supply of raw material, combined with one of the largest Oil markets in China, there is every assurance that the Company will have a most successful future.

So far as can be ascertained native hand Oil Mills have been earning for some years past dividends of over 15% per annum.

The management and direction of the Company will be in the hands of Messrs. FRANK DALLAS & Co., as General Managers, but subject to the supervision of the Directors.

The Directors are in treaty for an eligible site for the Mill, and it is not anticipated that there will be any difficulty in obtaining land in a suitable locality at a reasonable price.

The plans of the Mill Buildings are being prepared by a local Architect, and as soon as the Shares are allotted, the buildings will be commenced.

The proprietors of Ordinary Shares will be entitled to a cumulative dividend of 12% before the holders of Preferred Shares participate in the profits. As the profits over and above 12% will be divided, one-half to the holders of Preferred Shares, and one-half to the holders of Ordinary Shares.

The promoters will pay all the preliminary expenses incurred in the formation of the Company up to the date of allotment. The only contract entered into is one dated 1st day of July, 1896, and Eight Hundred and Ninety-Nine, between Messrs. WILLIAM HENRY SHORT, on behalf of the Company, and FRANK DALLAS and T. G. KIRKING.

Where no allotment is made the deposit will be returned in full, and in case a lesser number of shares is allotted than applied for, the surplus will be repaid in whole or in part, as the case may be, by the payment of the amount due on allotment.

Prospectus and forms of Application for shares may be obtained from the Company's Bankers and at the Office of the General Managers or at the Office of the Legal Advisers, whose copies of the Memorandum of Association of the Company and the Contract above mentioned may be inspected.

THE DAIRY FARM COMPANY, LIMITED.

SHAREHOLDERS are reminded that the SPECIAL RESOLUTIONS which were passed at an Extraordinary General Meeting of the above named Company held on the 6th day of July, will be held at the COMPANY'S TOWN HOUSE on MONDAY, the 27th instant, at 12 noon.

W. HUTTON POTTS, Secretary.

Hongkong, 25th July, 1896. [1177]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

RE FRANK WAREHOUSE WATTS, EX PARTE THE DEBTOR.

NOTICE is hereby given that the scheme of arrangement which the CREDITORS at the Meeting held on the 2nd June last, by Special Resolution, resolved to entertain and which Scheme was confirmed by a resolution passed at a subsequent meeting of the Creditors held on the 7th July instant, has been approved by the Court, and that the Underigned will act as Trustee in the place of Mr. R. J. HASTINGS.

Dated this 25th day of July, 1896.

ARATHOON BETH, Official Receiver.

## Today's Advertisements.

## WIRTH'S CIRCUS.

Sole Owner.....MRS. HARRY WIRTH.  
Manager.....J. J. CAMERON.

LAST NIGHT DREW  
AND FROM  
SPLendid OVERTURE  
ATTENDANCE } GOD SAVE THE QUEEN  
THE TALENTED ARTISTS

THE AUDIENCE WITH THEM.  
The applause was unique in its frequency and unanimity, and the shrieks of laughter and thunders of applause gave ample evidence that WIRTH'S CIRCUS

IS A SUCCESS A DOUBT SUCCESS  
AND HAS HIT THE PUBLIC TASTE,  
because our Entertainment is stamped with  
Genuine Merit, and is of a  
RATIONAL AND POPULAR CHARACTER.

TO-NIGHT } THIRD  
TO-NIGHT } GREAT  
TO-NIGHT } PERFORMANCE.  
Those intending to visit the Circus ought to embrace the earliest opportunity of doing so, as the stay of the Company

IS LIMITED  
TO A  
FEW DAYS ONLY.

PRICES OF ADMISSION:—  
Private Boxes, accommodating six.....\$10.00  
Single Chair.....2.00  
Chairs in Raised Plat. form.....1.50  
Stalls.....1.00  
Gallery.....0.50  
Children and Soldiers half-price, GALLERY and BOXES Excepted.

Doors Open at 8. Performance at 9 Sharp.  
CARRIAGES AT 11.15 P.M.

SPECIAL NOTICE.  
Private Boxes and Chair Tickets can be purchased during the day from 10 A.M. at W. BREWER & Co., UNDER HONGKONG HOTEL, where the Box Plan can be seen and Seats Reserved.

WILL T. DORRANCE,  
Advertising Agent,  
Hongkong, 25th July, 1896. [1159]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MIRZAPUR,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Roma.  
From Persia, &c., ex S.S. Myddin.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 31st instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 25th July, 1896. [1175]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"  
Captain Hall, will be despatched for the above Ports on MONDAY, the 27th instant, at Noon, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 25th July, 1896. [1173]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"  
Captain Robson, will be despatched for the above Ports on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 25th July, 1896. [1181]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"  
Captain Cobban, will be despatched for the above Port on TUESDAY, the 28th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 25th July, 1896. [1167]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(Subject to Alteration.)

Chittagong.....Friday.....31st July.  
Monmouthshire.....Saturday.....15th August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG" will be despatched hence for PORTLAND, OREGON, via KOREA and YOKOHAMA, on FRIDAY, the 31st July.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. Monmouthshire has Superior Accommodation for Saloon Passengers.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 25th July, 1896. [1149]

## Intimation.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Office is at the Dispensary, HONGKONG.

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
SALTZET WATER,

LITHIA WATER,  
SARSAPARILLA WATER,  
TONIC WATER,  
GINGER ALE,  
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
Hongkong, 25th July, 1896.

MARRIAGE.

On the 19th inst., at the Parish Church, Eversley, Farnham, Lieut.-Colonel HENRY TURNER FAITHFULL, of the Hongkong Regiment, to ESTHER KIRKPATRICK, youngest daughter of C. G. Tindal, of Eversley, Hants, and Ramorale, N.S.W.

DEATH.

At the Peak Hospital this afternoon, R. H. M. KERR, of the Hongkong and Shanghai Bank, aged 35 years.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 25, 1896.

## NOTES AND COMMENTS.

We publish in another part of this issue extracts from the criticisms of our Straits contemporaries of the "final" decision of the Imperial Government on the petition of the ratepayers praying for an increase in the number of unofficial members of the Legislative Council. We do not agree with the Straits Times, that the reasons advanced for the appointment of two unofficial members of the Executive Council are "good reasons for Hongkong."

If they are good for Hongkong, they would be equally suitable to Singapore. Singapore, however, has a Municipal Council, of a kind, while the right to have a voice in the management of purely municipal matters is denied to the loyal community of Hongkong. Our Singapore contemporaries winds up with the opinion that the appointment of two Unofficials to the Upper House "is a substantial concession," and it deprecates further agitation because it thinks no useful end will be attained thereby and it would "probably unsettle the public mind."

In other words, our friend of the Straits Times counsels us to be very thankful for small mercies, take no thought for the morrow, pay all taxes levied on us, whether they be just or unjust, without a murmur, and make up our minds to live for ever and ever under a form of Government which is as far removed from a system of "government of the people by the people" as it is possible to conceive.

The Singapore Free Press takes a very different view of the situation. It sympathises with the petitioners, denounces the destruction of the popular character of the Sanitary Board, and asserts—rightly asserts—that "the political status quo in Hongkong is necessarily unstable, because it denies to an active, intelligent, and progressive community even that control over its own affairs, in a municipal sense, that every sixth-rate country township in India possesses." It counsels us to take further action by drawing up a well-considered plan based on municipal precedents in India, Burma, and the Straits, and it expresses the belief that ultimately Downing Street will be induced to allow a well-constituted municipality to entirely supersede the Sanitary Board.

The Pinang Gazette thinks we ought to be fairly satisfied with Mr. CHAMBERLAIN'S "concessions," and adds that with regard to the belief held in Downing Street that because certain Crown Colonies enjoy the benefits of a measure of municipal control, they are therefore perfectly protected from any unwelcome or indiscreet action of the Executive Council in purely local matters, Mr. CHAMBERLAIN

and his colleagues are in error; for such is not the case in Penang, where many questions have been recently decided by the casting vote of the Governor of the Straits Settlements.

We note, from the last number of the Japan Weekly Mail that has come to hand, the projected Formosan railway of 270 miles from Kelung to Takao via Taiwan with a branch to Anping is likely to be a much more troublesome and costly enterprise than was at first contemplated. The original estimates were for twelve millions of dollars. It is now found that labour in Formosa will cost from 50 to 200 per cent. more than in Japan; that timber for sleepers must be imported; that coals, too, must be sent from Japan—the Kelung coal not being fit for use in the furnaces of railway engines, neither is it sufficient in quantity at the present rate of production—and that the cost is more likely to figure up to twenty-four millions than any lesser amount. Nevertheless we think the railway ought to be constructed, and as speedily as possible, and that if the work is undertaken by a private company it ought to have ample support from the Government and a guarantee of interest on the paid-up capital for, say, twenty years. The great want of Formosa, in the absence of safe ports and harbours on either the East or the West coast, is through communication. A trunk line from the North to the South of the island will enormously increase the power of the Government in the suppression of rebellions and the maintenance of law and order, and short branch lines will soon render every portion of the country accessible from any direction. The difficulties of communication have hitherto been the greatest obstacles to the successful development of the resources of the island.

Glancing over the very valuable notes published by the Japan Mail embodying the substance of recent discussions in the native papers on social and political questions, we find that some of the more important of the representatives of public opinion in Japan are blaming their government for a certain want of energy and resolution in its dealings with Formosa and a too great leniency towards the failings of its Chinese inhabitants, especially in the matter of opium smoking. Its total suppression is strongly advocated and all toleration towards opium smokers, even although with a view to their ultimate reformation, is condemned as dangerous to the morals of the Japanese themselves. In Japan opium smoking is absolutely forbidden under the most severe penalties, the entrance of opium into the country, except for exclusively medical purposes, is highly penal, and the Government has by its firmness in the premises saved its people from the opium habit.

A copy of the Kobe Herald received here this forenoon contains a very careful translation of a speech delivered by Mr. KANAKO, Vice-Minister of Agriculture and Commerce, before the members of the Oriental Society (To-ho Klokwa) in Tokio on the 28th ultimo. The address teems with statements of fact, statistics, and deductions which cannot fail to interest the commercial world, and did the space at our disposal permit of it, the speech would be published in extenso in this issue. We are, however, obliged to hold it over till Monday and content ourselves in the mean time with a summary of the portions of it that have direct reference to Hongkong, as the learned speaker put it, "the advantages or disadvantages Japan may have in the commercial competition to be undertaken in China and in Hongkong."

After carefully reviewing the cotton spinning industry of Japan Mr. KANAKO pointed to the necessity for careful investigation of the consumption of cotton goods in the principal Eastern markets. He stated that during 1894 Korea imported cotton yarn to the value of upwards of \$108,000, of which about 68,000 dollars worth was imported from Japan. China, he said, imported in 1895 cotton yarn to the value of \$3,234,778, of which the amount supplied by Japan was valued at \$583,087. This fact shows that the Japanese still have great opportunities for the expansion of their trade with China in that direction. Turning to Hongkong, the Straits, and Australia Mr. KANAKO said that—"During 1894 cotton yarn valued at 19,831,207 yen was imported into Hongkong, of which India supplied over 91 per cent. and England the remaining 9 per cent. The value of Japanese cotton yarn shipped to Hongkong in the same period was 9,812 yen." This, Mr. KANAKO thinks, is indicative that "Japan has the chance of supplying 37 per cent. more to Korea, 98 per cent. more to China, and even far greater quantities to Hongkong," and he added, that "it would be seen that there are immense opportunities left open to Japan in supplying cotton yarn in competition with India and England."

Turning to the market in Australia, the speaker expressed the opinion that Japan had still much to do, and he asserted that "during 1894 Australia imported cotton yarn to a total value of 22,837,020 yen. Should the demand for Japanese cotton yarn extend in that country the spinning industry of Japan would advance by leaps and bounds, even if the demand from Korea, China, and Hongkong were lost."

Respecting competition and the means at hand for a successful struggle with English and Indian producers, Mr. KANAKO said—"England owns 45,270,000 spindles, and India 3,649,736 spindles, but we have only 984,557 spindles, a far smaller number than either of the rival countries with whom we have to compete in the Eastern markets. No wonder, therefore, that our deadweight goes to waste in this com-

mercial competition to be undertaken in China and Hongkong. We hardly need say that the freight from England to China is far greater than the freight we shall have to pay to ship our cotton yarn to China or Korea. India, too, has to pay a higher freight than we pay. The freight on one bale of cotton yarn from Bombay to Shanghai is about 1.90 yen, while the freight from Japan to Shanghai is 70 sen. The rate of freight we are paying is only one-third of that paid by Indian shippers. As to the quality of cotton yarn, we may add that as the Indian yarn is of a yellowish brown colour, while our cotton yarn is pure white and bright, Chinese consumers prefer ours to the Indian yarn. In the matter of freight we have already a great advantage and in addition to this our manufactured yarn excels in quality that produced by our Indian rival and is liked more by the larger consumers. But the Indian spinners have the advantage of being in a position to buy the raw material much cheaper than we can, as a large quantity of raw cotton is produced in India, and they have also the advantage of being able to command much capital at a cheaper interest than we are able to. Moreover, they have the advantage of experience in this industry. On our part, however, we have some other advantages. Labour is cheaper here, and we have an abundant supply of cheap coal. Besides, our people are always ready to replace old machinery by modern and more improved types, whenever they find it beneficial to do so. I should think, therefore, there is some prospect of being able to compete with India and England in the Eastern market. In the meantime, I must point out that the mode of packing demands improvement, as the packing at present is too rough and the wrappers are liable to wear off before the goods reach their destination. This is one of the greatest faults in connection with the export of cotton yarn from this country."

In conclusion, the Vice-Minister asserted that the Government should give an impetus to the development of the cotton spinning industry in Japan, and he expressed the hope and his belief that the trade in cotton yarn would become in the near future one of the most important products of Japan in the markets of the Far East.

TELEGRAMS.

REUTERS' MESSAGES.

TURKEY AND GREECE.

LONDON, July 23rd.

Two Greek bands totalling four hundred men have entered Macedonia.

MATABELELAND.

Colonel Lings' Column in the Matopos hills has been attacked by the insurgents whilst in laager. After a hot fight the Matabeles were defeated, losing ninety in killed. The British loss in killed was four whites and twenty-five firebrands.

(From Kobe Chronicle).

COUNT MUTSU.

A telegram was received by the Government yesterday from San Francisco stating that Count Mutsu had arrived at Honolulu in good health.

THE SEISMIC WAVE DISASTER.

SENDAI, July 16th.

An official committee has been organized to consider the best means of applying the money publicly subscribed for the relief of the sufferers on the North-east coast. The committee is composed of the Secretary, Councillor, Chief Police Inspector, the Directors of the offices in the districts devastated, the Chairman and the Standing Committee of the Prefectural Assembly, and the three highest taxpayers in the prefecture, with the Governor at the head.

FORMOSAN AFFAIRS.

TOKIO, July 16th.

Commander Salto, a Naval Officer-in-waiting to the Emperor, who was recently sent to Formosa, returned on the 16th inst. He waited on His Majesty the day before yesterday and presented the result of his mission.

TOKIO, July 17th.

The work of laying the submarine telegraph cable from Oumi to Formosa was commenced yesterday at Oumi.

THE SALE OF THE IMPERIAL MINES.

TOKIO, July 17th.

The long-talked-of sale of the Sado gold mine and other Imperial estates was notified yesterday by the Imperial House-hold. The notification is to the effect that the Sado gold and Ikuno silver mines and the Oaka smelting foundry will be sold together as one lot on October 31st. Those who desire to continue the working of these industries may send in tenders. On obtaining tickets for inspecting the documents relating to the working of the mines, each person must deposit \$10,000 as guarantee of his good faith, and a further sum of \$150,000 if he intends to tender.

THE NIPPON YUSEN KAISHA.

TOKIO, July 17th.

Being among the largest shareholders in the Nippon Yusen Kaisha, the authorities of the Imperial Household, it is reported, are dissatisfied with the manner in which the capital of the company was increased, and also with another matter in connection with the management of the company. On the 13th the authorities consulted with Baron Iwasaki Yanukawa, also a very large shareholder, and afterwards addressed some questions to the Board of Directors held a meeting the day before yesterday and considered the questions put by the Imperial Household.

KOREAN AFFAIRS.

SEOUL, July 16th.

Yi Pong-chin, Korean Minister to Washington, left here to-day for his post via Chosen and Shanghai.

TOKIO, July 16th.

Mr. Hara, the new Japanese Minister to Korea, has telegraphed to the Government that he has made inquiries respecting the attitude of the Korean Government in regard to the construction of a railway between Seoul and Fusan, and found that no objection existed to the work being done by Japanese contractors. The Minister added that he would arrange the matters relating to the work.

The regulations relating to the projected railways in Korea have been promulgated. The gauge has been fixed at 4 feet 8½ inches.

## THE TYPHOON.

In the weather report issued by the Observatory officials this morning it is stated:—"On the 24th at 4 p.m. a Black South Cone belted. On the 25th at 11.30 a.m. The depression to the South of Hongkong appears to be shallow and almost stationary at present. The barometer has risen in Luzon and fallen in the N. part of the Formosa Channel, elsewhere there is little change. Pressure remains about 0.2 inch below the normal in Hongkong. Forecast:—Fresh or strong N.E. and E. winds; equally and showery."

At 4 p.m. the Observatory reported that the depression was to the S.S.W. of Hongkong, and seems to be moving slowly westward. The barometer read 29.72.

## LOCAL AND GENERAL.

ONE case of plague to-day. The total number of cases reported during the week ending noon to-day is nine only.

THE Band of the Rifle Brigade will not play at the Park Club, as arranged for to-night, owing to the bad weather.

THE sixteenth ordinary half-yearly meeting of the shareholders in the Steamboat Co. will be held on the 31st July.

Mr. A. Chisholm, Agent of the Alliance Bank at Amoy, died in Simla rather suddenly on the 9th inst. after a brief illness.

THE Rev. Alfred Tilt will conduct a Children's Service at 5 p.m. to-morrow, at the Peak Church. Hymns—Nos. 337, 330, 323, and 326.

THE E. and A. steamer Menam, from Australia, via Timor, is now two days overdue. She is probably delayed by the typhoon to the south of us.

At a meeting of the Penang Turf Club, the other day, power was given to the committee to appoint a paid Secretary. Hitherto the Club has had an Honorary Secretary.

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THE news published in Madrid on the 23rd ultimo that the Cuban flag was indiscreetly hoisted at the St. Louis Convention and was greeted with cheers excited very unfavourable comment in the Spanish capital.

A Tokio Press despatch of the 16th July reads as follows:—The Japanese fishermen from Hokkaido and other places, who fish off the coast of Amoor, are subjected to serious interference by the Russian authorities. They are obliged to send all the fish they catch to Vladivostok first and pay export duty when sending them to Japan, where they have to pay import duty. The fishermen have applied to the Russian Consul at Hakodate asking that the export duty at Vladivostok be abolished, or that some arrangement might be made relieving the fishermen of the necessity of sending their fish to Vladivostok. They have also sent a deputation to Tokio to lay their grievances before the authorities of the Foreign Office and to petition that some arrangement be made with the Russian Government.

Thus the "Triple" in the Straits *Free Press*—If Hongkong is sensible it will take Mr. Chamberlain's concessions, which amount in sum to no little, as a payment on account. But at the same time it should chuck grandiose ideas and stick to actual business. Let Hongkong ask for a course at a time and not for a whole month too big for its digestion. The Municipality lay is the trump card. When the Hongkong Government is relieved of those Municipal duties it succeeds so brilliantly in managing it, it will be the better able to turn to its own proper job. Hongkong will kill two birds with one stone in the establishment of Municipal administration. The town will be better looked after, and the Government, being rid of mere parish work, will thus reform itself and rise in dignity. It is half a century at present.

MR. ENICH GEORG in his *Share List* issued at noon to-day reports that the share market has been inactive during the week, although a few of the leading stocks have improved their position. There has been a good demand for H. & S. Bank shares in sympathy with the London market, where the quotation has advanced to £44 and £44 5s. The market closed strong with buyers at 188 per cent. premium. Bank of China have undergone no change, and Nationals are weak with sellers at \$322. China Traders have been done at \$78, while China at \$15. 100 Yangtzes at \$145, while Cantons are offered at \$155. Steamships have been done at \$33 and \$34, at which latter rate shares are offering. Indo-China have changed hands at \$55 and \$54; China and Manilla are weak with sellers at \$74, while Douglases are in fair demand at \$62 to \$66, the market closing somewhat easier with sellers at \$66. Puntams have been done at \$145 for ordinary, and a fair business in this scrip at \$15 for 31st October is reported. The last clean up of the cyanide process being good, there is no cause for anxiety about the future of this mine. Ranks are in good demand at \$55.35. Doers were done at 187 per cent. premium for cash, and end of July. Lands have been done at \$96. For Hongkong Hotels \$27 and \$28 have been refused. Green Islands have changed hands at 17½ cash and \$70 for January next. Campbell, Moores sold at \$6; Dakin, Crookshank & Co. are in demand at 75 cents per share; Ips, Fenwicks, and Ropes quiet.

THE Mission steam-launch *Day Spring* will call alongside any vessel holding the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

SOME of the more recent explorations of Alaska and British Columbia have shown that the Mississippi can no longer be regarded as the largest river of the North American continent. This distinction is (according to the Victoria, B. C. *Province*) claimed for the great Yukon river. According to Ivan Petroff, who spent over two years in Alaska collecting materials for the last census, the Yukon empties into the Norton Sound about one-third more water than the Mississippi pours into the Gulf of Mexico. The Yukon basin comprises the larger part of Northern Alaska, and 600 miles from its delta to the river is a mile in width. Many centuries before it was discovered by white men it very likely served as the water highway into the interior for tribes whom we believe to have crossed from Asia to the American continent. The Yukon river is over two thousand miles in length.

#### THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company on the 31st instant at noon:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premiums of insurance, repairs, and all other outgoings, there remains, income, the sum of \$1,435,000, at credit of Profit and Loss Account.

From this amount the Directors recommend that a dividend for the half-year of 8 per cent. on capital, or \$66,000, be paid to shareholders, and that the balance of \$1,369,000 be carried forward to new account.

Except on the Canton-Macao part of the line where they show a slight falling off, the earnings of the steamers compare favourably with those of the corresponding six months of last year, and the net result will no doubt be considered satisfactory.

During the period under review the *Hongam* has undergone considerable repairs, the principal items being the renewing of main deck plates and the changing of the prop paddle shaft, besides the usual annual docking and repairs, which, however, call for no special comment.

The resolution to reduce the capital of the Company from \$1,600,000 to \$1,200,000, referred to in the last report, has been carried into effect, the return of \$5 per share having been paid on all but 268 shares.

In accordance with the Articles of Association Mr. N. A. Siebs and the Honorable J. J. Bell-Irving, retire from the Board of Directors by rotation, and, being eligible, offer themselves for re-election.

For re-election, Messrs. A. O'D. Gordon and F. Henderson, also offer themselves for re-election.

#### NEWS BY THE ENGLISH MAIL.

LONDON, June 26th.

At a meeting of the Council of the Royal Colonial Institute Hon. J. M. Vernon, M.L.C. (Straits Settlements) was elected a Fellow.

Mr. James George Scott, Superintendent of the Northern Shan States, will, on completion of his leave, start for Rangoon in a few days.

In the city of Mexico on 21st inst., amid great demonstrations of popular satisfaction, Señor Diaz was nominated for a fifth term as President of the Republic.

Lieutenant-General Digby Barker, C.B., accompanied by Mrs. Barker, embarked with his personal staff in the steamer *Germanic* on 24th inst. at Liverpool to assume the post of Governor and Commander-in-Chief of Bermuda.

Mr. A. Michie has returned from South Africa, looking very well for his few months' there. His place in South Africa, an apical correspondent of *The Times* to be filled by Captain F. E. Youngblood, who has sent in his resignation to the Indian Government, and is now on his way to Africa.

The fund on behalf of the sufferers by the *Drummond Castle* disaster on 24th June amounting to £10580 or 3d. An additional fund raised by the South American Merchants' Association has reached £1438 5s.

An illuminated address was presented on 22nd inst. at the British Embassy, Paris, to Lord Dufferin, the retiring Ambassador, on behalf of the British colony, together with the sum of £600, which will be devoted to the purchase of a portrait by Benjamin Constant of the Marquis's eldest son, the Earl of Aves.

It is reported in certain official circles in Paris that the Government intends at an early date to send a special diplomatic mission to the King of Siam. The Government is believed to be anxious to relieve some of the losses incurred as a result of the Mekong Agreement with France.

His Excellency Tching Tchang, the Chinese Minister in Paris, has received a telegram from the King of Siam announcing that he has been appointed Secretary of the Board of Rites at Peking, though he will continue his duties of Chinese Minister to France.

On 19th inst. the ceremony of presenting the German Emperor's gold wreath to the 1st Royal Dragoons, of which regiment he is the honorary colonel-in-chief, took place at the Curragh Camp, Co. Kildare. The occasion was the anniversary of the Battle of Waterloo. Last year a similar presentation was made to the same regiment then stationed in Dublin. Baron Eckhardt, who is a distinguished officer of the Brandenburg Cuirassiers and one of the military attachés to the German Embassy in London, was selected by the Kaiser to present the emblem to his regiment.

It is stated that the German Government is again desirous to induce the British Government to call, or at least to assist in calling, a new conference on the currency question, reports the *Manchester Guardian*. Feeling in the Reichstag is so strong towards bimetallicism that the German Government finds it absolutely necessary to make an effort to bring about an international discussion. It is stated that in its action in this direction the German Government has already received the support of both France and Russia.

Mr. Alfred Holt writes to *The Times*—On Nov. 27, 1890, immediately after the *Serpent's* loss on Cap. Finisterre, you printed a letter from me which ended thus:—"It is thick weather."

It is now a dangerous business to sound at Finisterre. There ought to be a powerful light-vessel about forty miles S.W. by W. by compass from Ushant. Had one been there, no doubt the *Drummond Castle* would have been saved. Soundings are no good; there is nothing for it but a lightship, and she would ride safely enough at the spot I have indicated.

RE THE FAR EAST.  
(House of Commons, June 23rd.)

RUSSIA AND MANCHURIA.—Mr. Moon: I beg to ask the Under-Secretary of State for Foreign Affairs whether his attention has been called to the statement that his Excellency Li Hung-chang admitted that a Russian railway would be built through Manchuria; and whether the Foreign Office has any information as to when this railway will be commenced, what will be its course, and upon what terms, as between the Russian and Chinese Governments, it will be constructed, worked, and controlled?

Mr. Curzon: We have no information of the alleged statement of Li Hung-chang other than what has appeared in the newspapers; nor, therefore, can I say anything as to the terms on which such a railway would be constructed or the course it would follow.

Mr. Moon asked if the right hon. gentleman would make inquiries as to the latter part of the question.

Mr. Curzon: No sir. Until we have information that the railway is going to be constructed we cannot make inquiries as to the course it will take.

RUSSIA AND CHYFOO.—Mr. Moon: I beg to ask the Under-Secretary of State for Foreign Affairs whether he has received any information from Peking as to the alleged irregular acquisition of land at Chyfoo by Russians; and whether substantial barracks for Russian troops have been built at Chyfoo, on the eastern side of the peninsula.

Mr. Curzon: The only incident at Chyfoo of which we have information is that which I described in an answer to the hon. member on May 14th. We have hopes that a satisfactory settlement may be arrived at. We have not heard of any Russian barracks at Chyfoo.

Mr. Moon asked if the right hon. gentleman would inquire into the last allegation. He had authority for it.

Mr. Curzon: No, sir. I am afraid we cannot add to the necessary labours of the Department by inquiring into every form of idle rumour. (Hear, hear.)

NAVAL AND MILITARY.

The Russian Volunteer Fleet cruiser *Tamboy*, conveying nearly 1,000 soldiers and twenty-four staff officers, as well as heavy ordnance and ammunition, left Odessa on 14th inst. for Vladivostok.

General Badens has been appointed to the command of military operations in the Upper Red River district of Tonkin. With the *Polignac* Colonel we may question the wisdom of undertaking any operations at such a season.

It is stated that Sir A. Noble and Mr. Watts, of the well-known Elswick firm, Armstrong, Mitchell and Co., who are now on their way back to this country from Japan, have secured some important orders for warship building.

A serious boiler explosion occurred on 24th inst. on the first-class cruiser *Bliss*, belonging to the Channel Squadron. While proceeding from Aburatsubo to Portland, in company with the other vessels of the fleet, the *Bliss* underwent a full-power speed trial, and when off the Land's End a plate of one of the boilers burst. The stokehold immediately filled with steam and hot water. Stoker George Giles was scalded to death, and five other stokers were seriously injured about the head and hands. An official inquiry will probably be held.

#### THE REFORM MOVEMENT.

(Straits Times, July 15th.)

The true reason, we think, why there is an objection to have a Municipal Council in Hongkong is that the Municipal area and the area of the Colonial Government are practically the same; and, since the colony is really only a town, a set of well paid colonial officers have to act in Municipal matters or else to sit idle.

That is perhaps sufficient reason for refusing to have a Municipal Council in Hongkong. But if that be a sufficient reason, it seems a pity to slander Hongkong by asserting that men good enough to form a Municipal Council cannot be found there. Is Hongkong to be classed with the Cities of the Plain?

Are there not ten righteous men to be found there? The solitary concession to Hongkong is therefore that two unofficial members shall be placed in Executive Council. That is a substantial concession, and we think it may even be a useful one. Nay, we think it so far exceeds the circumstances of the case that the substantial and representative citizens of Hongkong are not likely to encourage further agitation in the matter. If they do encourage further agitation they will engage in a policy which we take to be mischievous, inasmuch as it will probably unsettle the public mind and will attain no useful end.

(Singapore Free Press, July 15th.)

The agitation was really of a composite character, but its origin is clearly derivable from, first, the continuous want of a distinctly Municipal administration, and secondly, the specific sense of grievance which arose over the Military Contribution question, and cannot be said to be fully allayed in Hongkong by the recent adjustment. The first of these causes, the feeling aroused by the withholding of a Municipality, has been inflamed, with just cause we think, by the destruction of the popular character of the Sanitary Board (a most useful body as at first constituted and if given fair play), and by its reduction to the level of a Government department. That the Hongkong community should gradually come to feel all this intolerable was natural and inevitable; that its leaders should be led into setting up a scheme of reform including some useful, some vague, and some impracticable ideas, was only what might have been expected. But, however critics may differ about their programme—a programme is apt to swell beyond reasonable bounds as it grows under the hands of its creators—it must be conceded that the political *status quo* in Hongkong was necessarily unstable, because it implied the denial, to an active, intelligent, and progressive community, of even that control over "its own affairs" in a Municipal sense, that every advanced country township in India possesses, even if it be a hardly two or three Europeans (official at that) in the place.

In our opinion, however, Sir William Robinson was distinctly wrong when he declared his belief that "in Hongkong a sufficient number of gentlemen of independent means and with spirit and sufficient leisure could not be found to form a capable and energetic Municipal Council." His Excellency of Hongkong does not appear to know that in the adjacent colony of the Straits Settlements Municipal institutions work well, and the only difficulty felt is that the local authority, County Council, or borough in India "Education" is municipal, aided by Government grants. Still taking the Straits and Hongkong as parallel cases, "police" and "education" are not local affairs. They only at Hongkong assume that aspect because the colony, at present, contains only one urban community.

The position we think to be the true one. The arrangement now announced by Mr. Chamberlain should not be held in Hongkong to be final, although in his despatch he so states it. It should be the duty of the Reform party in Hongkong to draw up a well-considered plan, based on course on Municipal precedents in India, Burma, and the Straits, discriminating between those branches of public administration which ought to fall within the province of a Municipality, claiming to represent the public in a substantial proportion of its constitution. Cases should be taken at the same time to define that province of administration which the Hongkong community recognise as being reasonably not subject to control other than that already existing in the present Crown Colony machinery of government in that colony. If Mr. Chamberlain can be got to see that it is generally held in Hongkong that there is ample room and scope for a Municipality side by side with the Government by the Governor-in-Council, and that the view of the public is that the Municipality should supersede and absorb the Sanitary Board, it would be reasonable to expect that friendly consideration would be given in Downing Street to such a representation of Hongkong opinion.

(Phang Gazette, July 17th.)

But on this point it would appear that Mr. Chamberlain's arguments are a little wide of the mark, and the inference that because certain of the Crown Colonies enjoy the benefits of Municipal control, they therefore are entitled to the same, is a very unwarranted inference. The action of the Executive Council in purely local matters, is certainly not borne out by either experience or practice here. Innumerable, it may be recently said, are the local questions that have recently been decided by the casting vote of the Governor, that being the only means by which, after having exhausted the whole contingent of votes of the officials, the Government could floor the unofficials. Of this fact the Secretary of State has already reversed in some instances the injudicious action of his officers. The fact is, that the Municipal body has no controlling influence in such matters at all, and we therefore maintain that Mr. Chamberlain's argument, upon which he bases the appointment of two unofficial members on the Executive Council, is inapplicable to the Straits and a misconception which cannot be allowed to pass unchallenged here. For although there is a Municipal Council, there is no such thing as local control in the Straits, except in the most shadowy form. The demigod of the Executive Council presides and rules over all without let or hindrance.

JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to acknowledge with thanks the following donations to the above Fund:—

Subscriptions already acknowledged ..... \$3,500  
Since received ..... \$3,500  
Total ..... \$7,000

THE P. & O. COMPANY AND THE NIPPON YUSEN KAISEI.

LONDON, June 26th.

The Chairman and Directors of the P. and O. Company gave a lunch on the 19th inst. to Mr. Shoda, director of the Nippon Yusen Kaisha, now on a visit to this country in connection with the inauguration of the company's new service to Europe. Sir Thos. Sutherland, Chairman of the P. and O. Company, presided, having on his right Mr. Takaaki Kato, Japanese Minister in London. Several of the Directors of the company were also present, the lunch taking place in the handsome board-room of the Company. The following is a list of hosts and guests:—

Mr. T. Kato (Minister of Japan), Mr. S. Koder (First Secretary), Mr. H. Judo (Second Secretary), Mr. G. Hayashi (Consul-General), Mr. H. Nakai (Manager Specie Bank), Mr. T. Shoda (N.Y.K.), Mr. Z. Ogawa (N.Y.K.), Mr. H. Negishi (N.Y.K.), Mr. W. Janes (N.Y.K.), Mr. Arthur D'Alvy (Vice-Chairman Japan Society), the Hon. F. Beale, Mr. W. Kewick, Mr. David McLean, Mr. Ewen Cameron, Mr. Allen McGregor, Mr. F. Corner, Mr. David Reid, Mr. Alderman Samuel, Mr. Evan Thomas, Mr. R. Rennie, Sir A. Dent, Mr. R. S. Gundry, Mr. Jasper Young, Sir Cecil Smith, K.C.M.G., Mr. W. Ang, Mr. F. D. Barnes, Mr. A. Tait, Mr. E. F. Dunlop, Mr. G. Rathbone, Mr. W. Adamson, Earl of Selborne, General Sir O. B. Burne, Mr. S. S. Gladstone, Mr. H. H. Joseph, Mr. Kendall, Mr. Parker, Mr. A. G. Angier, Captain Almond, Mr. Shields, Mr. Johnson, Mr. F. A. White, Mr. F. W. Jenkins, Mr. Campbell, Mr. Prevost, Mr. Escombe, Sir E. Hill.

SIR THOMAS SUTHERLAND, in proposing the toast of the prosperity of Japan, said that the function in which they were engaged that day was chiefly attributable to the fact that through the good office of his Excellency the Minister for Japan the settlement of a very serious and embarrassing legal process between the Government of Japan and the P. and O. Company had been effected, which involved an international question of very great importance to both countries. It was a process which, if it had not been terminated in the happy manner which he had described, would probably have continued in some shape or form at all events to about the middle of the next century, if not longer—(laughter)—but was happily put an end to by the judicious interference of his distinguished friend on his right, and it was terminated with an expression of hearty good will on the part of the Japanese Government towards the P. and O. Company. (Applause.) Well, gentlemen, that circumstance is a most important one, and the decision is apt to do, other events also of no little importance. It so happened that a difference of opinion and a considerable conflict of interest had taken place in a certain part of the world between the great Japanese company which is known as the Nippon Yusen Kaisha. A conflict of interest had arisen between that company and the company which he represented, but owing, again, to the circumstance to which they referred in connection with the legal process, they were happily able by means of the kind assistance of his friend to obtain the influence of the distinguished director of that company, Mr. Shoda, who he referred to them with his presence that day, he referred to Mr. Shoda. (Applause.) We were happily able by his presence in this country to put an end to that misunderstanding in a manner which he trusted would prove beneficial to all the interests concerned. There has been evolved out of the circumstances to which he had so briefly alluded an agreement between the shipping interests of Japan and the shipping interests of Great Britain which he trusted might long be maintained. (Applause.) He referred to these matters casually as bearing upon the toast which he proposed—namely, that of the prosperity of Japan. He believed that the commercial interests and the political interests of Great Britain and Japan were thoroughly identical, and that the union between the two countries could not fail to be productive of great benefit to both. (Applause.) When one spoke of the progress of Japan—at least when a man of his own unhappily lengthened experience adverted to that topic—he could not fail to cast his memory back to former days in which Japan and all its interests were an unknown quantity, not only in the West but even in the East itself. In those days, requested and remote as Japan was from the rest of the world, they must remember that she was even then a country within herself possessing the very highest civilisation. He ventured to say that within the scope and purpose of what he termed civilisation—that is to say, that which is adapted to the peculiar conditions under which different people live—it would have been very difficult to have found in those times a more highly civilised race than the Japanese, and it was only necessary to give one example—namely, that in the great region—he would not say of commerce, nor of steam navigation, but in the great region of art, those who were best qualified to form an opinion were able to place the Japanese even in those days, in point of quality and artistic achievement, on a level with the Greeks of olden time. With all the good will which he brought to bear on the subject of her status and advancement, he did not venture to prophesy that Japan would take high place and assert the great progress which she has asserted within the last few years in the civilised world. (Applause.) They congratulated Japan on her progress and success. He believed that those conditions applied to her were equally beneficial to themselves, and he trusted that the *reprochement* which has been instituted between the N.Y.K. and that great benevolent institution the China Conference might long continue. (Applause.) They equally and more devoutly trusted that the great political alliance between Great Britain and Japan might continue for the benefit and the expansion and the aggrandisement of the interests of both of the countries concerned. He gave the health of His Excellency the Minister of Japan, who was their guest that day, and he ventured to couple with the toast the name of their friend Mr. Shoda, who had come to this country for the purpose of settling this very important question, and who would go back to Japan, he hoped, carrying a good report of what he had seen and all the good will that he had earned the esteem of those with whom he has come in contact in this part of the world. (Loud applause.)

MR. KATO, the Japanese Minister, said:—Sir Thomas Sutherland and gentlemen: I wish to thank you very much for the very kind way in which the prosperity of my country was drunk. And in the first place, I wish to say that the very cordial sympathy which has been so eloquently expressed by your Chairman is most heartily reciprocated by my countrymen. (Applause.) Politically, our relations are very excellent, and leave nothing to be desired, and commercially, the peaceful settlement (which has been arrived at) between the P. and O. Company and the Japanese Mail Company will no doubt conduce to the satisfaction of both parties, and in a certain sense also to the countries which the two companies represent. Sir Thomas Sutherland referred, in the preface to his speech, to the settlement of the legal dispute in which my Government was unfortunately engaged with his great company, and I am very glad that I was in any way instrumental in bringing about this peaceful and amicable settlement. But I must say that more credit is due to the gentlemen of the Foreign Office here who very kindly took the matter into their hands unofficially, and with whom I communicated in regard to it. My Government from the very beginning of this legal suit, I think I may say, were not at all desirous of getting any material compensation, or anything of the kind, but a principle was involved in the matter and they were determined to proceed with it if necessary for the sake of principle; but fortunately before the matter had got too far, a very amicable spirit was shown on both sides, and the affair was very satisfactorily settled for both parties. I can assure Sir Thomas Sutherland that my Government very highly appreciated the very peaceful and amicable feeling which was exhibited by the company which he represents, and which feeling the Japanese Government very fully reciprocated. I am much obliged to you, Sir Thomas, for the very kind way in which you proposed this toast, and I thank you all for the kind manner in which you received the same. (Applause.)

MR. SHODA, in returning thanks on behalf of the Nippon Yusen Kaisha, alluded to the fact that his company had commenced its operations about twenty-five years ago, and had limited them at that time, and until recently, entirely to local trade and to international trade between China and Japan. But with the development of his country and its mercantile interests, and in view of the great strides which had been made by Japanese merchants in their commercial operations, the N.Y.K. had been compelled, not unwillingly, to spread its branches further afield. It had, in the first place, extended its operations to India and the southern part of its system to Europe, and possibly in other quarters. In doing so, however, they had the greatest desire to work in unison with the P. and O. Company and the other great shipping interests of England and Europe. In conducting their business they were influenced by a very friendly feeling towards their competitors, and they hoped that the extension of their lines to which he had referred would be found to be for the mutual advantage of both Japanese and foreign trade, and that the developments now taking place would be attended by increasing prosperity both to European and Japanese shipping interests. Mr. Shoda concluded by proposing the health of the P. and O. Company, coupled with the name of the Chairman.

SIR THOMAS SUTHERLAND having suitably responded and referred to the share of his colleague Mr. F. D. Barnes, the proceedings terminated.—L. & C. Express.

THE MANNING OF THE FLEET.

INTRODUCTORY.

In accordance with our aim, which is to give our readers the material for criticism, we publish in the present and following numbers the opinions of numerous experts on the vital question of manning the fleet. The Navy is represented by Admirals Sir G. Elliot and Colomb, Captains Lord Charles Beresford, Eardley-Wilmot, and Nicholls, and Commander Honner. The merchant service speaks through "Ismael," who is an experienced officer of the mercantile marine; and finally Mr. T. A. Brassey represents the civilian who studies naval matters. As might be expected, there are differences as to details, and there is some mutually destructive criticism; but on general principles there is practical unanimity. The present Naval Reserve is held by all writers to be utterly inadequate in numbers and training. All writers agree that the time has come when changes must be made in our system. The time of modern warfare at sea depends very largely on these three points—speedy mobilisation to bring the fleet up to its war strength; a sufficiency of the mechanical appliances, which are ships; and a sufficient and well trained personnel to handle these appliances. On the first head we are told in the *Army and Navy Gazette*—which is, as our readers may know, no disseminator of alarmist fables—that our "system of skeleton crews and cadres for mobilisation is the most haphazard character of mobilisation in the most important character of our armaments. Our organisation is still very imperfect." On the second head we have Mr. McHardy's article, which is not reassuring; and now on the third point we have this accumulated evidence to weigh and consider. We hear that British seamen are yielding before foreign seamen in our merchant marine. We learn that the service on which of old the Navy depended so much requires the support of the Navy to-day. We are told that there was in 1895 a deficiency of 14,000 odd trained men in the fleet, and of 3,000 or more in engine room ratings, and we are required to man our whole fleet, whilst to fill this gap there were about 16,000 Naval Reservists available. In these totals no deduction is made for the ill and absent. On the training of our Naval Reservists, who will have so large a hand in the manning of our fleet, Commander Honner sheds some very dry light. Three-fifths of the men drilled annually put in their drill at batteries; and of these batteries half have no breech-loaders, and only two the smallest quick-firing guns. They are being re-trained, it is said, but the re-arrangement will not be complete till 1900. All other nations, cry the naval experts in chorus, pass their reserves through the Navy. Battery drill is at very best a feeble substitute for service in sea-going ships. How much more so when the battery drill is performed for the most part without powder or shot. If we turn to officers we are told that the fleet is too short of lieutenants and sub-lieutenants short; and we actually discover that to-day France has more officers of this rank than ourselves. Of our Royal Naval Reserve officers, numbering over 900, only 201 have served one year in the fleet, whilst 69 more have yet more slender qualifications. That is to say, the other 600 have no naval training. On the matter of engineers, the *Engineer*, contending Mr. Goschen's statement that "Every possible ship can be sent to sea by taking a draught of 11,000 men from the Naval Reserve," replies:—"It is certain that even with the aid of the Reserve there would not be engineers enough. In the opinion of this technical journal the fleet can only be 'engaged' by giving over the stokeholds and engine-rooms to the control of non-commissioned artificers, who cannot be trusted to maintain discipline below the arrow deck in the trying conditions of battle. Let us before it is too late remember Mr. Brassey's words, that 'if this country were plunged into war to-morrow with a first class naval power there would be an immense demand for ships and men; the ships can be had by paying for them; the men are not to be had unless provided for beforehand.' Let us resolutely set our backs against any reduction in naval expenditure till we have not only the ships but the men. For in the present emergency of Europe, 'the British policy that will prevent coalitions against the Empire and bring offers of alliance constants in armistice,' and not in killing our lives to sleep with the hope that by some chance all will go well.—*Naval League Journal*.

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INTRODUCTORY.

In accordance with our aim, which is to give our readers the material for criticism, we publish in the present and following numbers the opinions of numerous experts on the vital question of manning the fleet. The Navy is represented by Admirals Sir G. Elliot and Colomb, Captains Lord Charles Beresford, Eardley-Wilmot, and Nicholls, and Commander Honner. The merchant service speaks through "Ismael," who is an experienced officer of the mercantile marine; and finally Mr. T. A. Brassey represents the civilian who studies naval matters. As might be expected, there are differences as to details, and there is some mutually destructive criticism; but on general principles there is practical unanimity. The present Naval Reserve is held by all writers to be utterly inadequate in numbers and training. All writers agree that the time has come when changes must be made in our system. The time of modern warfare at sea depends very largely on these three points—speedy mobilisation to bring the fleet up to its war strength; a sufficiency of the mechanical appliances, which are ships; and a sufficient and well trained personnel to handle these appliances. On the first head we are told in the *Army and Navy Gazette*—which is, as our readers may know, no disseminator of alarmist fables—that our "system of skeleton crews and cadres for mobilisation is the most haphazard character of mobilisation in the most important character of our armaments. Our organisation is still very imperfect." On the second head we have Mr. McHardy's article, which is not reassuring; and now on the third point we have this accumulated evidence to weigh and consider. We hear that British seamen are yielding before foreign seamen in our merchant marine. We learn that the service on which of old the Navy depended so much requires the support of the Navy to-day. We are told that there was in 1895 a deficiency of 14,000 odd trained men in the fleet, and of 3,000 or more in engine room ratings, and we are required to man our whole fleet, whilst to fill this gap there were about 16,000 Naval Reservists available. In these totals no deduction is made for the ill and absent. On the training of our Naval Reservists, who will have so large a hand in the manning of our fleet, Commander Honner sheds some very dry light. Three-fifths of the men drilled annually put in their drill at batteries; and of these batteries half have no breech-loaders, and only two the smallest quick-firing guns. They are being re-trained, it is said, but the re-arrangement will not be complete till 1900. All other nations, cry the naval experts in chorus, pass their reserves through the Navy. Battery drill is at very best a feeble substitute for service in sea-going ships. How much more so when the battery drill is performed for the most part without powder or shot. If we turn to officers we are told that the fleet is too short of lieutenants and sub-lieutenants short; and we actually discover that to-day France has more officers of this rank than ourselves. Of our Royal Naval Reserve officers, numbering over 900, only 201 have served one year in the fleet, whilst 69 more have yet more slender qualifications. That is to say, the other 600 have no naval training. On the matter of engineers, the *Engineer*, contending Mr. Goschen's statement that "Every possible ship can be sent to sea by taking a draught of 11,000 men from the Naval Reserve," replies:—"It is certain that even with the aid of the Reserve there would not be engineers enough. In the opinion of this technical journal the fleet can only be 'engaged' by giving over the stokeholds and engine-rooms to the control of non-commissioned artificers, who cannot be trusted to maintain discipline below the arrow deck in the trying conditions of battle. Let us before it is too late remember Mr. Brassey's words, that 'if this country were plunged into war to-morrow with a first class naval power there would be an immense demand for ships and men; the ships can be had by paying for them; the men are not to be had unless provided for beforehand.' Let us resolutely set our backs against any reduction in naval expenditure till we have not only the ships but the men. For in the present emergency of Europe, 'the British policy that will prevent coalitions against the Empire and bring offers of alliance constants in armistice,' and not in killing our lives to sleep with the hope that by some chance all will go well.—*Naval League Journal*.

#### LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before Mr. Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)



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